



INTERNATIONAL ONE DESIGN CLASS SAN FRANCISCO FLEET

THE SAN FRANCISCO YACHT CLUB



98 BEACH ROAD, PO BOX 379, BELVEDERE, CALIFORNIA 94920 RACE OFFICE 415-789-5647

2016 INTERNATIONAL ONE-DESIGN CLASS CHAMPIONSHIP

September 4th – 10th, 2016

NOTICE OF RACE

[Posted 4/8/2016]

Organized by

**The San Francisco International One Design Fleet Association (SFIOD) &
The San Francisco Yacht Club (SFYC)**

1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* and the International One Design Championship Regulations (IODCR) as modified by Appendix A.
- 1.2 Only the US SAILING prescriptions to RRS 40, 67 and 76.1, and added rules 61.4 and 82 will apply and are stated in full in Appendix B.
- 1.3 RRS 63.7 is replaced by: "If there is a conflict between a rule in the Notice of Race and one in the sailing instructions, the sailing instructions shall apply." This changes RRS 63.7.
- 1.4 The organizing authority will be the San Francisco International One Design Fleet Association (SFIOD) in cooperation with The San Francisco Yacht Club (SFYC).
- 1.5 RRS 40 is changed as to the following: Competitors shall wear personal flotation devices while racing, except briefly while changing or adjusting clothing or personal equipment. Flag Y will not be displayed.
- 1.6 The international jury may impose suitable penalties, other than disqualification, for violations of the Class Rules or other non-Part 2 rules. This changes RRS 64.1.

2. ELIGIBILITY AND ENTRY

- 2.1 The regatta will be composed of a maximum of twenty (20) entries.
- 2.2 Eligibility and entry is to be determined by the International One Design Class Championship Regulations.
- 2.3 The official entry form will be posted separately on the SFIOD Class Championship official web site (www.sfiod.org/worlds) and/or the SFYC web site (www.sfyf.org).

3. FEES

- 3.1 The entry fee for the regatta is US \$1000. All entry fees (and damage deposits) must be paid before the start of the regatta. However, late entries may be accepted at the discretion of the organizing authority.

3.2 Competitors shall be required to post a damage deposit of \$1,000. Receipt of the damage deposit is required in order to register for the regatta. After the conclusion of the regatta, the deposit will be returned, less any deductions for loss or damage incurred by the competitor during the regatta. Additionally, damage deposits may be 'pooled' to cover any un-attributable loss or damage to the boats which occurred as a direct result of the use of the boats in the regatta. In such event, expenses shall be deducted from the pool, and the balance shall be returned to the competitors after the conclusion of the regatta.

4. QUALIFYING SERIES AND FINAL SERIES

- 4.1 The fleet will be divided into groups and racing will consist of a qualifying series and a final series.
- 4.2 The qualifying series will include two groups, Blue and Yellow. The qualifying series will consist of no more than six races per group. Teams shall be assigned to a group for the qualifying series and may be re-assigned during the series.
- 4.3 The teams whose score is in the top 50% of all teams who started at least one race will then be assigned to the Gold group in the final series; the remaining teams to Silver, after the qualifying series. The final series shall consist of no more than six races per group.
- 4.4 No more than six races shall be run on any day.

5. SCHEDULE

- 5.1 All shore-side events will be outlined in an event brochure.
- 5.2 Daily schedule:

<u>Date</u>	<u>Event</u>	<u>Time</u>
Sunday	Registration	3:00 - 6:00 p.m.
Monday	Skippers Meeting	9:00 a.m.
Monday	Qualifying Series	11:30 a.m. First Start
Tuesday	Qualifying Series	11:30 a.m. First Start
Wednesday	Qualifying/Finals Series	11:30 a.m. First Start
Thursday	Qualifying/Finals Series	11:30 a.m. First Start
Friday	Final Series	11:30 a.m. First Start
Saturday	Final Series	11:30 a.m. First Start
Saturday	Awards Ceremony	6:00 p.m.

- Final schedule to be specified in the sailing instructions.

6. SAILING INSTRUCTIONS

Sailing instructions may be posted in advance of the regatta on the SFIOD Association web site (www.sfiod.org/worlds) and/or the SFYC web site (www.sfyf.org). Sailing instructions will also be available at registration and the competitors' meeting.

7. VENUE

All races will be held on San Francisco Bay, with the intended race area being the Mid-Bay Course, west of Alcatraz. Specific locations and maps shall be provided in the sailing instructions.

8. COURSES

The courses to be sailed will be a windward/leeward configuration as described in the sailing instructions.

9. EQUIPMENT

- 9.1 The regatta will be sailed in International One Designs supplied by the organizing authority.
- 9.2 The boats shall be rotated for each team every race. The boat rotation for each day of racing shall be

- posted on the official notice board.
- 9.3 The boats supplied to the competitors shall not be modified in any way, with the exception of the following:
- (i) Wind indicators may be taped or tied anywhere on the boat.
 - (ii) All fittings or equipment designed to be adjusted in accordance with the San Francisco IOD class rules may be adjusted within the limits provided, except that shrouds and forestays may not be adjusted.
 - (iii) Competitors may not add additional purchase to any of the boat's running rigging.
 - (iv) Tools, spare winch handles, spare hiking sticks, bumpers, docking lines or towing lines may be supplied.
 - (v) No marks should be made on the boats with pencils, markers or grease pencils, except that they shall be completely washable, leaving no trace of their use. Only non-residue tape may be used. Competitors will be responsible for the removal of any markings left on the boats, or any damage to the finishes caused by the application of tape.
- 9.4 The hulls may not be scrubbed, washed, wet-sanded or otherwise treated below the waterline.
- 9.5 A damage report shall be completed and signed by the skipper after each race. Failure to do so may be reported to the jury who shall have discretion as to the penalty to be imposed. RRS 60.1 will be changed; a boat may not protest another boat for a violation under this rule.
- 9.6 Each team shall provide their own VHF handheld radio capable of monitoring USA channels.

10. PENALTY SYSTEM

- 10.1 An international jury will be appointed in accordance with RRS 70.4 and Appendix N.
- 10.2 Addendum Q of the RRS shall apply, except that a boat may request redress if redress is claimed under IODCR 7.4. This modifies Addendum Q.
- 10.3 Unless the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2.

11. SCORING

- 11.1 A minimum of two races in the qualifying series and two races in the final series will be completed to constitute a regatta.
- 11.2 The sailing instructions will change rule 90.3; all races will count in the team's series score.

12. PRIZES

Prizes to be awarded will be announced in the sailing instructions. In addition, the following perpetual trophies, property of the IOD Class World Association, will be awarded.

The Bjarne Aas Trophy	Winner of the Class Championship
William E. John, Jr. Trophy	Yacht Club of the Class Champion
Allegra Trophy	Second place in the Class Championship
Edinburgh Trophy	Third place in the Class Championship
Outstanding Crew Award	Most valuable crew member

13. DISCLAIMER OF LIABILITY

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See Rule 4, Decision to Race. The race organizers, The San Francisco Yacht Club, the San Francisco International One Design Association (organizing authority), race committee, protest committee, or any other organization or official, shall not be responsible for damage to any boat or other property or the injury to any person sustained as a result of participation in this event. By participating in this event, each competitor (owners, skippers and crews) agrees to release The San Francisco Yacht Club, organizing authority, race committee, protest committee, or any other organization or official from any and all claims, demands and liabilities associated with such competitor's participation in this event to the fullest extent permitted by law.

14. FURTHER INFORMATION

Race Committee PRO: Forrest Gay

Jury Chairman: Luca Babini (ITA, IU, IJ)

Organizing Authority:

Angie Lackey, SFYC, angie.lackey.olson@gmail.com

Paul Zupan: SFIOD, pzupan@yahoo.com

Upon request, members of the SFIOD Association and the SFYC will attempt to provide accommodations in their homes for racing guests and their significant others on Sunday through Friday nights. Visiting skippers are requested to advise the SFIOD as to their housing requirements at the earliest possible time using the form posted on the web site (www.sfiod.org/worlds).

APPENDIX A

Temporary Championship Regatta Race Procedures

The intent of these temporary modifications to the International One Design Championship Regulations is to allow for dividing the competitors into two divisions, each sailing the same number of elimination rounds. Once the elimination round is complete, the competitors will be again divided into two divisions based on their score in the elimination rounds. The leading boats will sail against each other in a 'Gold' division, the remainder in a 'Silver' division. And the first place boat in the Silver division will finish behind the last place boat in the 'Gold' division for their position in the overall regatta.

Therefore, the International World Class Association has approved the following temporary changes to the championship rules:

1. CRIII 3.2;

The Host Fleet shall make available sufficient boats, capable of being tuned to comparable racing status to allow for a rotation such that an invitation can be given to at least each registered fleet, the defending champion and a minimum of one spare.

2. CRVI 6.5;

Courses: Courses shall be at the discretion of the Principal Race Officer. However, unless prevented by local conditions, courses should be six to eleven nautical miles in length, with at least two legs to weather. However, if an elimination series is held, the course length should be set such that it will take approximately 45 minutes to complete, with at least two legs to weather.

3. CRVI 6.9

Time Limit: The time limit for a race shall be 2½ hours. However, if an elimination series is held, the time limit shall be 15 minutes after the first boat finishes.

4. CRVII 7.1

The Championship shall consist of a minimum of attempt to sail at least seven scheduled races.

- a. The number of races in the Championship may be increased by the host fleet with the approval of the WCA.
- b. At the sole discretion of the organizing authority, the competitors may be divided into two or more fleets to sail an elimination series followed by a final series where each fleet will attempt to sail four races in the elimination series and four races in the final series.

5. CRVII 7.2

~~Under no circumstances may the Championship be determined without the completion of at least~~ Four races are required to constitute a regatta. If an elimination series is held, each fleet must sail a minimum of two races in the elimination series and the fleet competing for the first position in the regatta (the Gold fleet) must sail a minimum of two races in the final series to constitute a regatta.

6. CRVII 7.3

Races shall be scored in accordance to the RRS.

- a. In scoring the series, if six or more races are completed, a team's worst race score shall be discarded before computing the total score.
- b. If five or fewer races, are completed, all races shall count in the total score.
- c. If a elimination series is held, all fleets shall be scored in that series according to the RRS relative to their fleet.
- d. Division of the fleets in the final round shall be determined by a team's position in the elimination series; the number of winning teams in the elimination series shall progress to the final series fleet competing for first position in the regatta (the Gold fleet) equal to the number of boats (not counting spares) provided by the organizing authority.
- e. If a final series is held, each competitor's score for the first race (which shall not be counted as a "sailed" race for purposes of these championship rules) shall be their finishing position in the elimination series. The remaining races in the final series shall be scored according to the RRS.

Appendix B

2013-2016 US SAILING PRESCRIPTIONS

TABLE OF CONTENTS Add in the list of appendices

R Procedures for Appeals and Requests

S Sound-Signal Starting System

T Alternative Procedures for Dispute Resolution

INTRODUCTION Add as a new last paragraph in the Introduction:

Prescriptions US Sailing prescriptions are printed in bold italics, except Appendices R, S and T. Those three appendices are US Sailing prescriptions.

EQUAL OPPORTUNITY Add at the end of the Introduction

Equal Opportunity

As the national authority for the sport of sailing, US Sailing is committed to providing an equal opportunity to all sailors to participate in the sport of sailing.

Rule 34 Change rule 34 title to: **MARK MISSING; RACE COMMITTEE ABSENT**

After rule 34 add

US Sailing prescribes that, if a finishing mark is missing but another one remains in place, the finishing line is a line through the remaining mark at a 90° angle to the last leg and of the shortest practicable length. If the race committee is absent when a boat finishes, she should report to the race committee her finishing time and her position in relation to nearby boats at the first reasonable opportunity.

Rule 40 Change rule 40 title to: **PERSONAL FLOTATION DEVICES; LIFE-SAVING EQUIPMENT**

After rule 40 add

US Sailing prescribes that every boat shall carry life-saving equipment conforming to government regulations that apply in the racing area. Go to ussailing.org/racingrules/documents and click the 'PFD' link for more information.

Rule 48.1 After rule 48.1 add

US Sailing prescribes that the use of additional special-purpose lights such as spreader, sail-trim and masthead wind-indicator lights shall not constitute a breach of this rule.

Rule 56 Add rule 56

56 FLAGS

US Sailing prescribes that a boat shall not display flags except for signaling. A boat shall not be penalized for breaking this rule without prior warning and opportunity to make correction.

Rule 60 After rule 60 add

US Sailing prescribes that when redress has been requested or is to be considered, any boat may participate in the hearing provided she makes a written request before the hearing begins. When she does so, the protest committee shall act under rule 60.3(b) to consider redress for her at that hearing.

Rule 61.4 Add rule 61.4

61.4 Fees for Protests and Requests for Redress

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Rule 63.2 After rule 63.2 add

US Sailing prescribes that when redress has been requested or is to be considered, the protest committee shall make a reasonable attempt to notify all boats of the time and place of the hearing and the nature of the request or the grounds for considering redress. Before holding the hearing, the committee shall allow reasonable time for boats to make written requests to participate.

Rule 63.4 After rule 63.4 add

US Sailing prescribes that when practicable:

- (a) no person who brings an incident to the attention of the protest committee or who will give evidence regarding an incident shall be a member of the protest committee for a hearing involving that incident; and*
- (b) a request for redress based on a protest committee decision shall be heard by a committee that contains no members of the committee that made the original decision.*

Rule 64.3(b) After rule 64.3(b) add

US Sailing prescribes that the authority responsible for interpreting the rules of a handicap or rating system is the organization that issued the handicap or the rating certificate involved.

Rule 67 After rule 67 add

US Sailing prescribes that:

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.*
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.*
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.*

Rule 70.5(a) After rule 70.5(a) add

US Sailing prescribes that its approval is required. Go to ussailing.org/racingrules/documents and click the 'No Appeal' link for more information or to obtain approval.

Rule 76.1 After rule 76.1 add

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

Rule 82 Add rule 82

82 INDEMNIFICATION OR HOLD HARMLESS AGREEMENTS

US Sailing prescribes that the organizing authority shall not require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official involved with the event. (This is commonly referred to as an 'indemnification' or 'hold harmless' agreement.) Go to ussailing.org/racingrules/documents and click the 'Indemnification' link for more information.

Rule 86.3 After rule 86.3 add

US Sailing prescribes that proposed rules may be tested, but only in local races. However, proposed rules may also be tested at other events if, for each event, the organizing authority first obtains written permission from US Sailing and the proposed rules are included in the notice of race and sailing instructions.

Rule 88.2 After rule 88.2 add

US Sailing prescribes that sailing instructions shall not change or delete rule 61.4, Appendix R, or its prescriptions to rules 40, 67, 70.5(a) or 76.1. However, for an international event the prescription to rule 40 may be deleted.

Appendix A At the end add the following note:

US Sailing Note on Scoring a Long Series: The scoring systems in Appendix A may be inappropriate for a long series, such as a club's season championship held over several weeks or months, in which some boats do not compete in all of the races and in which more boats compete in some races than in others. Go to ussailing.org/racingrules/documents and click the 'Scoring a Long Series' link for an explanation of the scoring problems that occur in such series, alternative scoring systems, and language for sailing instructions to implement them.

Appendix G After rule G2 add

US Sailing prescribes that unless otherwise stated in her class rules, the sails of a boat that is not in an ISAF Class or Recognized Class shall comply with rule G1. However, offshore racing boats not in a class that is subject to rule G1 shall carry numbers allotted by US Sailing on mainsails, spinnakers and each overlapping headsail having a luff-perpendicular measurement exceeding 130% of the base of the foretriangle. This rule applies only to a boat whose owner's national authority is US Sailing. Go to ussailing.org/racingrules/documents and click the 'Sail Numbers' link for the full text of the Sail Numbering System for offshore racing boats in the United States and for an application for a sail number.

Appendix L At the end of the preamble to Appendix L add

US Sailing Note: US Sailing has produced a guide to simplified sailing instructions suitable for events such as club or local regattas. Go to ussailing.org/racingrules/documents and click the 'Simple SIs' link to read and download this guide.

Appendix L Add Instruction 5.6

This is a US Sailing prescription. 5.6 Flag A displayed, with no sound, while boats are finishing means 'No more racing today.'

Appendix L Add Instruction 16.10

This is a US Sailing prescription. 16.10 If the race committee posts a list of boats scored OCS, ZFP or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes rule 62.2.

Appendix R, Procedures for Appeals and Requests Replace ISAF Appendix R with **Appendix R** [see Appendix R below]

Appendix S After Appendix R add **Appendix S** [see Appendix S below].

Appendix T After Appendix S add **Appendix T** [see Appendix T below].

Protest Form Replace the ISAF Protest Form with the US Sailing Protest Form.

INDEX At end of introductory paragraph add

US Sailing prescriptions are not included in the Index.

APPENDIX R – Procedures for Appeals and Requests

This appendix is a US Sailing prescription.

See rules 70 and 71. This appendix replaces Appendix R as adopted by the International Sailing Federation for the purpose of creating a two-level appeals system. The US Sailing Appeals Committee acts as the national authority under rule 71. An association appeals committee may act as permitted by rule 71.2 and shall act as required by rule 71.3, subject to further appeal as provided in rule R7.1(a).

Frequently Asked Questions (FAQ) on the appeals system and their answers, including advice on how to prepare an appeal, can be found on the US Sailing website. Go to ussailing.org/racingrules/documents and click the 'Appeals FAQ' link.

R1 WHERE TO SEND AN APPEAL OR REQUEST

R1.1 All appeals and requests shall be sent to the Race Administration Director at US Sailing, at either P.O. Box 1260 or 15 Maritime Drive, Portsmouth, RI 02871, or by e-mail to RaceAdmin@ussailing.org.

R1.2 Except as provided in rule R1.4, the director will forward an appeal of a decision of a protest committee or a request by a protest committee for confirmation or correction of its decision to the association appeals committee for the place in which the event was held. However, such an appeal or request arising from an event conducted under the procedural rules of the Intercollegiate Sailing Association or the Interscholastic Sailing Association will be forwarded to the association appeals committee for the ICSA and ISSA.

R1.3 The director will forward an appeal of a decision of an association appeals committee, a request by an association appeals committee for confirmation or correction of its decision, and a request for an interpretation of *rules* to the US Sailing Appeals Committee.

R1.4 The director will forward an appeal of a decision of a protest committee acting under rule 69.1, an appeal of a decision of a protest committee of a US Sailing national championship, and a request by such a committee for confirmation or correction of its decision to the US Sailing Appeals Committee.

R2 TO APPEAL OR MAKE A REQUEST

R2.1 To appeal,

- (a) no later than 15 days after receiving the written decision being appealed or a protest committee's decision not to reopen a hearing, the appellant shall send an appeal and a copy of the decision to US Sailing. The appeal shall state why the appellant believes the committee's decision or its procedures were incorrect;

- (b) when the hearing required by rule 63.1 has not been held within 30 days after a *protest* or request for redress was delivered, the appellant shall, within a further 15 days, send an appeal with a copy of the *protest* or request and any relevant correspondence. The appeals committee to which the appeal is forwarded shall extend the time if there is good reason to do so; or
- (c) when the protest committee fails to comply with rule 65, the appellant shall, within a reasonable time after the hearing, send an appeal with a copy of the *protest* or request and any relevant correspondence.

If a copy of the *protest* or request is not available, the appellant shall instead send a statement of its substance.

R2.2 The appellant shall also send, with the appeal or as soon as possible thereafter, all of the following documents and information available:

- (a) the written *protest(s)* or request(s) for redress;
- (b) if the appeal is from a decision of an association appeals committee, the written decision of the protest committee and the appeal to the association appeals committee;
- (c) a diagram, prepared or endorsed by the protest committee, that shows
 - (1) the positions of all boats involved at relevant times, and their tracks;
 - (2) the course to the next *mark* and its required side;
 - (3) the speed and direction of the wind;
 - (4) any relevant *mark*, *obstruction* or *zone*; and
 - (5) if relevant, the depth of the water and the speed and direction of any current;
- (d) the notice of race, sailing instructions, any other documents governing the event, and any changes to them;
- (e) the names, mailing addresses and e-mail addresses of the *parties* to the hearing, the chairman of the protest committee and, if relevant, the chairman of the association appeals committee; and
- (f) any other relevant documents.

R2.3 To request confirmation or correction of its decision, a protest committee or association appeals committee shall send to US Sailing a copy of its decision and all relevant documents and comments (see rule R2.2).

R2.4 To request an interpretation of the *rules*, a club or other organization affiliated to US Sailing shall send its request to US Sailing. The request shall include assumed facts and be endorsed by an officer of the club or organization. A US Sailing committee is considered to be an organization affiliated to US Sailing.

R3 FEES

- R3.1** If the appeal or request is being made to an association appeals committee (see rule R1.2), US Sailing charges no fee for forwarding that appeal or request. However, an association appeals committee may charge a fee, in which case the association appeals committee will send a notice to the appellant (or, for a request, to the protest committee) stating the fee, to whom the fee is payable, and the address to which the fee must be sent.
- R3.2** If the appeal is being made to the US Sailing Appeals Committee (see rules R1.3 and R1.4) by a member of US Sailing or another national authority, US Sailing charges a fee of \$25. The fee is \$75 for all others.
- R3.3** A fee of \$25 is charged for a request for an interpretation of the rules, but there is no fee for such a request from a US Sailing committee. There is no fee for a request from an association appeals committee for confirmation or correction of its decision.
- R3.4** If a fee is required for an appeal or request, it must be received before the appeal or request will be considered. For appeals and requests made to the US Sailing Appeals Committee, the fee can be paid by check to “US Sailing” or electronically as described in the Appeals FAQ.

R4 NOTIFICATION OF THE COMMITTEE WHOSE DECISION IS BEING APPEALED

Upon receipt of an appeal, the appeals committee shall send a copy of the appeal to the committee whose decision is being appealed, asking it for any documents required by rule R2.2 not supplied by the appellant.

R5 COMMITTEE RESPONSIBILITIES

R5.1 Protest Committee

A protest committee whose decision is being appealed shall supply the documents requested under rule R4 and any facts or other information requested under rule R5.4. If directed to do so by the appeals committee, it shall conduct a hearing, or reopen the hearing, of the *protest* or request for redress, or conduct a hearing to consider redress.

R5.2 Association Appeals Committee

- (a) The association appeals committee shall send to all *parties* to the hearing, and to the committee whose decision is being appealed or reviewed, copies of all relevant documents, comments and clarifications it has received, except those supplied by that *party* or committee.
- (b) The association appeals committee shall send its decision in writing to all *parties* to the hearing and the protest committee.
- (c) An association appeals committee shall consider an appeal it has refused to decide if directed to do so by the US Sailing Appeals Committee.

R5.3 US Sailing Appeals Committee

The US Sailing Appeals Committee shall send to all *parties* to the hearing, to the protest committee and to the association appeals committee whose decision is being appealed or reviewed, copies of all relevant documents, comments and clarifications it has received, except those supplied by that *party* or committee.

R5.4 Inadequate Facts; Reopening

An appeals committee shall accept the protest committee's finding of facts except when it decides they are inadequate. In that case it shall require the protest committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the protest committee shall promptly do so.

R6 COMMENTS

The *parties* to the hearing, the protest committee and, if relevant, the association appeals committee may make comments on the appeal or request, on any of the documents listed in rule R2.2, and on any clarifications received under rule R7.2(d). Comments shall be sent in writing to the appeals committee no later than 15 days after the *party* or committee receives the document. The appeals committee need not consider comments sent after that time or comments on comments.

R7 PROVISIONS IN ADDITION TO THOSE OF RULES 70 AND 71

R7.1 Right to Appeal or Request Confirmation or Correction

- (a) A *party* to a hearing may appeal an association appeals committee's decision.
- (b) An association appeals committee may request confirmation or correction of its decision (see rule R2.3).

R7.2 Other Provisions

- (a) No member of the association appeals committee shall take part in the discussion or decision on an appeal or a request for confirmation or correction to the US Sailing Appeals Committee.
- (b) An appeals committee may direct a protest committee to conduct a hearing to consider redress for an appellant or other boats.
- (c) The US Sailing Appeals Committee may direct an association appeals committee to consider an appeal it has refused to decide.
- (d) An appeals committee may seek clarifications of rules governing the event from organizations that are not *parties* to the hearing.

R8 EXPEDITED APPEALS

An expedited appeals system, which can only be used at US Sailing Protected Competitions (see US Sailing Regulation 12.03), can be found on the US Sailing website. Go to ussailing.org/racingrules/documents and click the 'Expedited Appeals' link.

APPENDIX S – SOUND-SIGNAL STARTING SYSTEM

This appendix is a US Sailing prescription.

US Sailing prescribes that, when the sailing instructions so indicate, the Sound-Signal Starting System described below shall be used. This system is recommended primarily for small-boat racing and makes it unnecessary for competitors to use stopwatches. Supplemental visual course and recall signals are also recommended when practicable.

- S1** Course and postponement signals may be made orally.
- S2** Audible signals shall govern, even when supplemental visual signals are also used.
- S3** The starting sequence shall consist of the following sound signals made at the indicated times:

<i>Signal</i>	<i>Sound</i>	<i>Time before start</i>
Warning	3 long	3 minutes
Preparatory	2 long	2 minutes
	1 long, 3 short	1 minute, 30 seconds
	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	1 short	5 seconds
	1 short	4 seconds
	1 short	3 seconds
	1 short	2 seconds
Starting	1 short	1 second
	1 long	0

- S4** Signals shall be timed from their commencement.
- S5** A series of short signals may be made before the sequence begins in order to attract attention.
- S6** Individual recalls shall be signalled by the hail of the sail number (or some other clearly distinguishing feature) of each recalled boat. Flag X need not be displayed.
- S7** Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal shall not be grounds for redress.

APPENDIX T – ALTERNATIVE PROCEDURES FOR DISPUTE RESOLUTION

This appendix is a US Sailing prescription. One or more sections of this appendix apply only if the sailing instructions so state.

The rules in this appendix are intended to improve compliance with the Basic Principle, Sportsmanship and the Rules, and may be used for fleets of boats in major or minor events.

Sections A and B provide alternative penalties that encourage competitors to take a penalty when they may have broken a rule of Part 2 or rule 31. They can be used together or individually.

Sections C and D each provide a modified hearing procedure that is less formal and less time-consuming than the usual hearing procedure. They are designed to encourage boats to enforce the rules by protesting. Sections C and D are not designed to be used at the same event, but either Section C or Section D may be used with Section A or B, or with both. Note however that, if Section D is used, Section B automatically applies.

Please report your experiences with and evaluations of these rules to US Sailing by sending an e-mail to rules@ussailing.org.

SECTION A

PENALTIES WHILE RACING

If Section A applies, rule T1 shall be included in the sailing instructions.

T1 PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while *racing*. However, when she may have broken a rule of Part 2 while in the *zone* around a *mark* other than a starting *mark*, her penalty shall be a Two-Turns Penalty.’

SECTION B

POST-RACE PENALTIES

T2 PENALTIES TAKEN AFTER A RACE

- T2.1** After a race, a boat that may have broken a rule of Part 2 or rule 31 while *racing* may take a Post-Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by informing the race committee in writing and identifying the race number and when and where the incident occurred.
- T2.2** The Post-Race Penalty shall be
- (a) 20%, if taken before the protest time limit, or
 - (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

SECTION C

EXPEDITED HEARINGS

T3 INFORMING THE RACE COMMITTEE

A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she *finishes*, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee.

T4 CHANGES IN HEARING PROCEDURES

This rule applies to all hearings except hearings under rule 69.

- T4.1** If the protest committee is able to assemble the *parties* to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of rule 61.2 or 62.2.

- T4.2** Rule 63.5 is changed to: ‘At the beginning of the hearing, if there is no objection, the *protest* or request is valid and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence . . . [*no further change*].’
- T4.3** Insert a new sentence after the third sentence of rule 63.6: ‘However, the committee may limit the number of witnesses and the time during which *parties* may present evidence and ask questions.’
- T4.4** The first sentence of rule 65.2 is changed to: ‘A *party* to the hearing is entitled to receive the above information in writing, provided she asks the protest committee for it no later than thirty minutes after being informed of the decision or coming ashore following the last race of the day, whichever is later.’
- T4.5** The US Sailing prescriptions to rules 60, 63.2 and 63.4 are deleted.
- T4.6** The third sentence of rule 66 is changed to: ‘A *party* to the hearing may not ask for a reopening.’

SECTION D

ARBITRATION

When Section D applies, a boat may take the applicable Post-Race Penalty in Section B without participating in an arbitration meeting.

T5 PROTEST ARBITRATION

- T5.1** An arbitration meeting will be held prior to a protest hearing for each incident resulting in a *protest* by a boat involving a rule of Part 2 or rule 31, but only if each *party* is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.
- T5.2** Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) the *protest* is invalid,
- (b) no boat will be penalized for breaking a rule, or
- (c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

T5.3 A boat that may have broken a rule may take a Post-Race Penalty as provided in Section B. However, the penalty in rule T2.2(a) is available only until the protest time limit or until the beginning of the arbitration meeting, whichever is earlier. During a meeting, a boat may take a penalty by acknowledging her acceptance of the penalty in writing.

T5.4 If a boat asks to withdraw her *protest*, the arbitrator may act on behalf of the protest committee in accordance with rule 63.1 to accept the withdrawal.